



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

November 26, 2008

Mr. John D. Niemela
Director
County Road Association of Michigan
P.O. Box 12067
Lansing, Michigan 48901-2067

Mr. David Worthams
Transportation Environmental Affairs
Michigan Municipal League
320 N. Washington Sq., Ste. 110
Lansing, Michigan 48933-1288

Dear Mr. Niemela and Mr. Worthams:

Safe, Accountable, Flexible, Efficient Transportation Equity Act
A Legacy for Users (SAFETEA-LU)
Fiscal Years 2010 and 2011 Federal High Risk Rural Roads Program

The Michigan Department of Transportation (MDOT) is pleased to announce that we are soliciting new candidate project applications for fiscal years (FY) 2010 and 2011 High Risk Rural Road (HRRR) programs. Federal funds for the HRRR program are derived from SAFETEA-LU. The FY 2010 and FY 2011 budget for this program is estimated to be \$3,190,000 federal for each fiscal year. This amount may be subject to revisions based on approval of the future federal highway bill. We are asking the County Road Association of Michigan and the Michigan Municipal League to distribute this notice to their member agencies.

MDOT will be programming projects for both FY 2010 and FY 2011 with the current call for projects. Local agencies are allowed to submit more than one project for consideration. Agencies submitting multiple projects should submit a prioritized list for consideration. If you have a specific year which you want your project selected for, please denote this on your application, otherwise your project will be programmed in order of the project's priority amongst the overall program project submittals. Selected HRRR projects are to be obligated in the fiscal year which the project is selected.

SAFETEA-LU defines a HRRR as; 1) any roadway functionally classified as rural major or minor collector or a rural local road that the accident rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadway, or 2) any roadway functionally classified as rural major or minor collector or a rural local road that will likely have increases in traffic volumes that are likely to create an accident rate for fatalities and incapacitating injuries that exceeds the statewide average for those functional classes of roadway.

MDOT has used the following data to determine the required statewide average accident rate:

76,066	Total miles of roadway functionally classified as rural major or minor collector or rural local road.
8,997	Total number of crashes resulting in fatalities or incapacitating injuries, located on roadway classified as described above, for the time period 2003 – 2007.
0.12	Statewide average frequency of such accidents per mile of such roadway over a 5 year time period.

The FY 2010 and FY 2011 project eligibility requirements for the HRRR program are:

1. The roadway is functionally classified as rural major or minor collector or rural local road.
2. Within the most recent 5 year time period of available crash data, at least 1 intersection crash, resulting in fatalities (K) or incapacitating (A) injuries has occurred; or 1 such serious crash has occurred within a 8.33 mile (1/0.12) long segment of such roadway. With the most recent 5 year period of time, all UD-10s having 'K' or 'A' injuries and any other UD-10s of lesser degree of severity, that support the scope of project work, shall be included with the project's application. Proposed projects with higher crash concentrations of 'K' and/or 'A' crashes may receive a higher priority than other projects.

Other program requirements:

1. Selected projects are to be obligated in the fiscal year which the project was selected. FY 2010 projects will need to be developed and obligated on or before August 27, 2010. FY 2011 projects will need to be developed and obligated between October 1, 2010 and August 26, 2011. Please note that final plans, specifications, and estimate must be given to MDOT by these dates, as well as any required clearances such as ROW, permits, environmental, etc.
2. Federal funds shall not exceed \$400,000.00 per project.
3. The proposed projects must demonstrate a direct correlation to correct an area related to the fatal or incapacitating crashes. The proposed project limits must be relevant to the roadway features attributable to the crashes, and are subject to approval by MDOT.

Program administrative procedures for FY 2010 and FY 2011:

1. The construction phase only is eligible for federal aid except as specified in item #6. Federal funds shall not exceed \$400,000.00 per project. HRRR projects may also be capped at the lesser of the original estimate plus \$20,000 or the original estimate plus 20 percent. Projects may, at MDOT's discretion, be funded by a "Pro-Rata" or "Lump Sum" method. Please see http://www.michigan.gov/mdot/0,1607,7-151-9625_25885_27578---,00.html to review information on the "Pro-Rata" or "Lump Sum" funding methods. Right of way, design, and construction engineering are not eligible for these funds. Projects are federally funded at 90 percent, with a 10 percent local match, or funded with 100 percent federal funds for projects consisting entirely of traffic control

signalization, safety, pavement marking, rail-highway crossing closure, or installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments, breakaway utility poles, or priority control systems.

2. Projects may be let through MDOT, or by local force account, as approved by our office. Force account work shall follow the Local Agency guidelines for "Construction by Non-Competitive Bid Contract" which can be viewed on the MDOT/Local Agency website at http://www.michigan.gov/mdot/0,1607,7-151-9625_25885_40414---,00.html.
3. Eligible projects must meet current ADA requirements, standards and warrants. All improvements must address the probable cause of the crash(es) in the project area. The proposed project limits must also address concerns in the area of the crash. Proposed work outside the vicinity of the crashes will be reviewed to ensure the HRRR funds are spent according to the intent of SAFETEA-LU. Examples of low cost projects can be found at www.atssa.com/galleries/default-file/LowCostLocalRoads.pdf.
4. All project candidates should be postmarked no later than **Friday, February 27, 2009**. Projects postmarked after February 27, 2009, at MDOT's discretion, may or may not be reviewed for funding based on the strength of other submitted projects and the availability of funds. Projects are reviewed and approved by committee and selected based on criteria which include:
 - a. Submit crash history with supporting UD-10s for all 'K', 'A' and 'B' crashes and for any other lesser severity of injuries that supports the scope of work for the area, within the most current 5 year period of available data.
 - b. Accident analysis to determine the proposed project's scope.
 - c. Crash concentration in the proposed project's limits.
 - d. Existing condition and character of proposed work.
 - e. Factors to determine the future increased traffic volume anticipated to cause crashes (if applicable).
 - f. Overall safety benefits of the proposed work, American Association of State Highway and Transportation Officials (AASHTO) guidelines, and Michigan Manual of Uniform Traffic Control Devices (MMUTCD) warrants.
 - g. Ability to deliver a construction package for obligation within this fiscal year.
 - h. Project coordination with other construction projects.
 - i. Past history of delivering safety projects in the year the project was selected.
 - j. Completion of the enclosed MDOT Form #1627 (10/08). This form can also be found on the MDOT/Local Agency web site at <http://mdotwas1.mdot.state.mi.us/public/webforms/>
 - k. A Time of Return (TOR) analysis and/or a Benefit to Cost (B/C) Analysis, with supporting documentation and calculations supplied to MDOT.
5. At a minimum, the suggested format for project consideration is an engineering report that clearly identifies the route, location (township(s)/municipalities), project termini, existing and proposed cross sections, plan views or profiles if applicable, estimated project cost and each of the criteria listed above. A map must be included with the report

which clearly identifies the location of the proposed project. Pictures, graphics, preliminary plans, etc. included in the engineering report can also be used as supporting evidence and are encouraged.

Enclosed is a sheet listing MDOT accepted crash reduction factors for commonly submitted scopes of work and injury costs. Also listed are acceptable reference sources for obtaining crash reduction factors for projects with scopes of work that are not provided. This enclosure is posted on the MDOT/Local Agency web site, under the Safety/HRRR tab, which can be located at http://www.michigan.gov/mdot/0,1607,7-151-9625_25885_40552---,00.html.

For TOR and/or B/C analysis calculations, MDOT will be using the 2006 National Safety Council average economic costs for motor vehicle injuries. The following injuries will be counted separately: 'K', 'A', and 'B' type injuries, while 'C' and 'PDO' type injuries will be counted as a 'PDO' type injury. This information can be found at <http://www.nsc.org/resources/issues/estcost.aspx> MDOT has an Excel spreadsheet available for calculating Time of Returns and Benefit/Cost analysis. If you have any questions or would like to obtain a copy of MDOT's Excel spreadsheet for calculating Time of Returns and Benefit/Cost analysis, please contact Jim D'Lamater at (517) 335-2224 or email at dlamaterj@michigan.gov.

6. A Federal Highway Administration website contains reports provided by the states in response to a federal requirement to describe at least 5 percent of the locations in each state currently exhibiting the most severe highway safety needs, in accordance with Sections 148(c)(1)(D) and 148(g)(3)(A), of Title 23, *United States Code*. This website (go to <http://safety.fhwa.dot.gov/fivepercent/index.htm> and then select "Michigan") currently has the 2006 and 2007 5 Percent Reports. The 2008 5 Percent Report should be added to the website by mid-December, 2008. In addition to funding the construction project in the areas listed on the 2006 - 2008 5 Percent Reports, MDOT will also consider funding preliminary engineering up to 10 percent of the estimated eligible construction costs to be participating costs (100% Federal or 90% Federal / 10% Local, corresponding with the applicable construction phase cost splits). Projects that are on the 5 Percent Report must be clearly identified and the estimated preliminary engineering costs listed in the application if the agency desires to have the preliminary engineering costs funded.
7. If there are any social, economic and environmental impacts within the project limits, all impacts must be mitigated before federal funds can be appropriated and obligated. Project applications which have significant negative responses from the public or controversial and/or may require an environmental assessment will not be considered until all outstanding issues have been resolved.
8. The local agency must be willing to submit a project evaluation form with benefit/cost analysis to show the effectiveness of the project after three (3) years of accident data are available after project construction. MDOT Form #1626 can be utilized to complete this evaluation.

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Once projects are selected, local agencies within MPO areas must coordinate with their MPO to ensure inclusion of their project in the area's Transportation Improvement Program (TIP). Those agencies that are part of a rural task force should notify their members that they are applying for these funds. Rural task force approval is not necessary. Local Agency Programs will coordinate with MDOT Planning to ensure these projects are included in the State Transportation Improvement Program (STIP). Each application is evaluated based on the criteria listed above on a project by project basis and funding availability.

Local agencies are to submit eligible projects and supporting information by February 27, 2009, to the following:

Mr. Jim D'Lamater, P.E., Safety Engineer
Design Division, Local Agency Programs Unit
425 W. Ottawa Street, P.O. Box 30050
Lansing, Michigan 48909-7550

Depending upon funding availability and project selection, announcements will be made as soon as possible with notifications and project programming instructions sent to each of the local agencies. Our goal is to maintain a fiscally constrained program while maximizing the use of available federal funds.

If you have any questions, please feel free to contact Jim D'Lamater, P.E., at (517) 335-2224 or at dlamaterj@michigan.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rudolph S. Cadena', is written over the typed name.

Rudolph S. Cadena, P.E.
Local Agency Programs Engineer
Local Agency Programs

for Mark A. Van Port Fleet
Engineer of Design

Enclosure

LOCAL AGENCY PROGRAMS SAFETY PROJECT SUBMITTAL FORM

FUNDING TEMPLATE:

FISCAL YEAR:

LOCAL AGENCY		LOCAL AGENCY CONTACT	
PHONE NO.	FAX NO.	EMAIL ADDRESS	
ALTERNATIVE CONTACT		PHONE NO.	FAX NO.
EMAIL ADDRESS		HOUSE DISTRICT	SENATE DISTRICT

PROPOSED PROJECT LOCATION, LIMITS AND PROJECT DESCRIPTION

PROPOSED COST	TIME OF RETURN (YEARS)	IMPROVEMENT CATEGORY (CHECK THE CATEGORY THAT APPLIES) <input type="checkbox"/> Intersection Improvements <input type="checkbox"/> Roadway and Structure Improvements <input type="checkbox"/> Roadside Improvements <input type="checkbox"/> Pedestrian and Bicycle Improvements <input type="checkbox"/> Other _____
BENEFIT TO COST RATIO	TOWNSHIP/CITY	
PLEASE LIST THE CRASH REDUCTION FACTORS USED:		
DOES A PROJECT IMPACT A SCHOOL OR OTHER SENSITIVE ORGANIZATION? PLEASE DESCRIBE:		

ROADWAY DATA		CROSS ROAD DATA (If an intersection improvement)	
PRIMARY ROUTE NAME		ROUTE NAME	
ADT		ADT	
PERCENT COMMERCIAL	*NO. OF CRASHES	PERCENT COMMERCIAL	*NO. OF CRASHES
* NO. OF FATAL CRASHES	*NO. OF "A" TYPE CRASHES	*NO. OF FATAL CRASHES	*NO. OF "A" TYPE CRASHES
*PERIOD OF CRASH DATA	FUNCTIONAL CLASSIFICATION	*PERIOD OF CRASH DATA	FUNCTIONAL CLASSIFICATION

*Please attach Crash Summary and UD-10's to your project submittal with the most recent 5 years of available data.

EXPLANATION OF HOW THE PROPOSED IMPROVEMENT WILL IMPROVE SAFETY AND REDUCE CRASHES

HAS YOUR LOCAL AGENCY RECEIVED APPROVAL OF A SAFETY PROJECT OR HRRR PROJECT THROUGH MDOT'S LAP UNIT IN THE PAST 5 YEARS?

☐ YES ☐ NO ☐ SAFETY PROJECT ☐ HRRR PROJECT

IF YES, HAVE ALL PROJECTS BEEN COMPLETED?

☐ YES ☐ NO

IF NO, PLEASE EXPLAIN WHY

OTHER PROJECT CONSIDERATIONS

Safety Improvements and Crash Reduction Factors

Proposed Improvement	Projected Crash Reduction
Horizontal Curve Flattening	30% Reduction: Head-On, Sideswipe, Fixed-Object, Overturn
Superelevation Modification	20% Reduction: Head-On, Sideswipe, Fixed-Object, Overturn
Vertical Curve Modification	20% Reduction: Head-On, Sideswipe 10% Reduction: Fixed-Object, Overturn
Construct Center Left-Turn Lane	80% Reduction: Rear-End Left-Turn 50% Reduction: Head-On Left-Turn 20% Reduction: Head-On, Angle, Other* 15% Reduction: Non Left-Turn Rear-End
Construct Right-Turn Lane	65% Reduction: Rear-End Right-Turn 20% Reduction: Non Right-Turn Rear-End, Sideswipe-Same Direction
Intersection Improvements (Realignment, Sight-Distance Improvements, Radii Improvements, Etc.)	30% Reduction: Angle 15% Reduction: Rear-End 10% Reduction: Head-On, Sideswipe, Pedestrian, Bicycle, Left-Turn Related
Install/Upgrade Flashing Traffic Signals	30% Reduction: All Crash Types
Install/Upgrade Pedestrian Signals	30% Reduction: Pedestrian, Bicycle
Install Guardrail	55% Reduction: Fatalities and "A" Injuries
Slope Flattening	15% Reduction: Fixed-Object, Overturn
Widen Shoulders to Standard Width	15% Reduction: All Crash Types
Improve/Upgrade Signing and Pavement Markings at Intersections	30% Reduction: Angle, Rear-End 10% Reduction: Head-On, Pedestrian
Install/Upgrade Signing/Delineation on Horizontal Curves	20% Reduction: Head-On, Sideswipe, Fixed-Object, Overturn
Remove Fixed-Objects From Clear Zone (Trees, Culverts, Etc.)	75% Reduction: Fixed-Object Crashes
Install Centerline Rumble Strips	55% Reduction: Sideswipe-Opposite, Head-On
Install Shoulder Rumble Strips	25% Reduction: Fixed-Object, Overturn
Construct Roundabout	76% Reduction: Fatalities and "A" Injuries 39% Reduction: Minor & PDO Crashes
Construct Sidewalk for Pedestrians	85% Reduction: Pedestrian Crashes
Improve Access Management	10% Reduction: Angle, Rear-End
Provide All-Way Stop-Control Operation at Intersection	60% Reduction: All Crash Types
Add All-Red Clearance Signal Interval Increase Yellow-Change Interval Signal Optimization	10% Reduction: All Crash Types

* "Other" includes any other crash which might be mitigated by the addition of a center left-turn lane in the judgement of the crash analyst.

REFERENCES:

The references listed below are the sources recognized by MDOT for obtaining crash reduction factors. If you have a situation that none of these sources can provide a crash reduction factor for, please contact Jim D'Lamater, P.E., MDOT Local Agency Programs Safety Engineer, at 517-335-2224, for review and approval to use alternative reference sources.

- 1). MDOT Safety Programs Unit - Crash Reduction Factors (As recommended by K. Kunde, P.E.); October, 1986.
- 2). Selection Process for Local Highway Safety Projects - Transportation Research Record 847; 1982.
- 3). UKTRP – 85-6, University of Kentucky; March, 1985.